Port Engineers Limited for Rs. 381.71 crores and advised to submit a revised and realistic proposal appraised by independent consultant and that the projections made in the revival proposal should be benchmarked against the best year's performance of HDPEL and that the revival proposal should be bankable.

Accordingly, the Revised proposal at an estimated cost of Rs. 393.63 crores duly appraised by the consultant has been sent to BRPSE on 27th September, 2006 for consideration and recommendation.

"REVIVAL STATUS OF CENTRAL INLAND WATER TRANSPORT CORPORATION LTD. (CIWTC)"

Cabinet had in its meeting held on 1.12.2005 decided that the Rajabagan Dockyard (RBD) should be handed over to Garden Reach Shipbuilders & Engineers (GRSE) or to any other Public Sector Enterprises along with existing manpower, assets and liabilities. It was also decided that outstanding principal amount as on 31.3.2005 be converted into equity and interest should be written off. It was further decided that Voluntary Retirement Scheme (VRS) should be introduced in Central Inland Water Transport Corporation (CIWTC) to bring down the manpower level and CIWTC minus RBD should be disinvested in favour of private parties.

As per present status of implementation of above package, Rajabagan Dockyard stands transferred to Garden Reach Shipbuilders & Engineers with effect from 1.7.2006. Orders have been issued for conversion of outstanding principal amount as on 31.3.2005 into equity and for writing-off of outstanding interest as on 31.1.2007. Voluntary Retirement Scheme has been introduced in CIWTC and at present the number of employees in CIWTC is 466. Actino has been initiated by the Department of Shipping to assess the viability of disinvestment of Central Inland Water Transport Corporation with varying employees' strength.

Construction of roads in Maharashtra

3911. SHRI BALAVANT *ALIAS* BALAPTE:
SHRI SHREEGOPAL VYAS:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the fact that construction of the roads in Maharashtra has either been stopped or is going on at a very slow pace due to hindrance created by many departments like Environment and Forest Department etc. and thereby causing great difficulties to the citizens;

(b) if so, whether Government would constitute a coordination committee consisting of all departments so that this problem could be solved on a single table; and

(c) if not, the reasons therefor alongwith the steps being taken by Government for the speedy implementation of these projects?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) By and large there is no hindrance in the construction of National Highways works by the Departments like Environment and Forests Department etc. except in one work namely widening to two lane of National Highway No. 16 in a length of about 57 km., which has been stopped for want of Forest Clearance from the Forest Department, Government of Maharashtra.

(b) A Committee of Secretaries has been constituted under the Cabinet Secretary to address Inter-Ministerial and Centre-State issues such as land acquisition, utility shifting, environment approvals and clearance of Road Over Bridge (ROBs). In addition to this, State Governments have appointed senior officers as nodal officers for resolving problems associated with implementation of the National Highways Development Project (NHDP) such as land acquisition, removal of utilities, forest/pollution/environment clearances etc. These nodal officers hold periodic meetings to review the project and take action to resolve the problems.

(c) Does not arise.

Protection to Indian sailors under Merchant Shipping Act, 1958

3912. DR. ABISHEK MANU SINGHVI:
SHRI VIJAY J. DARDA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state: